tion which boiled down to a denial of their right to use in the preservation of candy practically anything that was nonnutritive. At that time these restrictions were warranted and justified; but as time went on and science moved in we discovered in this country many methods of freshening and preserving various food products, and we now have a situation where we are trying to rescue the candy industry from what might be described as a statutory limbo. This bill is designed to place candy manufacturers in exactly the same position as are other manufacturers of foods commonly used by children. The bill will permit them to use in the preservation of candy exactly the same materials which the Food and Drug Act permit the ice cream, cooky, and many other food manufacturers to use.

I might say, Mr. Speaker, that the Food and Drug Administration a year ago recommended against the enactment of this bill in its present form; but nevertheless this bill in identical language was reported unanimously by our committee and last year approved unanimously by the House.

I might say, Mr. Speaker, that I have a sort of a family interest in this legislation. I have eight young grandchildren and I would match their consumption of candy against that of any other group of eight children in the country. And I am very sure that I would not be supporting the bill here today and urging others to support a bill which would bring about the slightest bit of hazard or danger to the young people of our country.

In other words, we are providing in this bill that the candy industry be bound by the same rules and the same law as are other producers of foods. I do not believe that represents an unfair request. It is my further opinion that it will save the industry from enormous losses which come about as a result of stale candy resulting from this present inability to use ingredients which we in our judgment permit to be used in baby food consumed by little children—infants who are denied for health reasons even the consumption of candy by their parents.

Mr. Speaker, I believe that this legislation is warranted and is justified. It will help a great industry and will do absolutely no harm to the consuming public, and we recommend its adoption by the House.

Mr. YOUNGER. Mr. Speaker, I yield myself such time as I may consume.

(Mr. YOUNGER asked and was given permission to revise and extend his remarks.)

Mr. YOUNGER. Mr. Speaker, the gentleman from New York [Mr. O'BRIEN] has adequately explained this bill. We passed the bill last year. Unfortunately it was caught in the logjam in the Senate and was not passed in that body.

Mr. Speaker, I urge that the House repeat its action of last year and pass this bill.

The SPEAKER. The question is on the motion of the gentleman from New York that the House suspend the rules and pass the bill H.R. 7042.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill as amended was passed.

A motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND

Mr. O'BRIEN. Mr. Speaker, I ask unanimous consent that all Members have 5 legislative days in which to extend their remarks on the bill just passed.

The SPEAKER. Is there objection to the request of the gentleman from New York?

There was no objection.

IMPLEMENTING THE CONVENTION FOR THE SAFETY OF LIFE AT SEA

Mr. ROGERS of Texas. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 7954) to amend the Communications Act of 1934 to conform to the Convention for the Safety of Life at Sea, London (1960), as amended.

The Clerk read as follows:

H.R. 7954

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section 3 of the Communications Act of 1934, as amended (47 U.S.C. 153), is amended as follows:

(1) Subsection (w) is amended by adding the following new paragraph at the end thereof:

"(5) 'Nuclear ship' means a ship provided with a nuclear powerplant."

(2) Subsection (x) is amended to read as follows:

"(x) 'Radiotelegraph auto alarm' on a ship of the United States subject to the provisions of part II of title III of this Act means an automatic alarm receiving apparatus which responds to the radiotelegraph alarm signal and has been approved by the Commission. 'Radiotelegraph auto alarm' on a foreign ship means an automatic alarm receiving apparatus which responds to the radiotelegraph alarm signal and has been approved by the government of the country in which the ship is registered: *Provided,* That the United States and the country in which the ship is registered are parties to the same treaty, convention, or agreement prescribing the requirements for such apparatus. Nothing in this Act or in any other provision of law shall be construed to require the recognition of a radiotelegraph auto alarm as complying with part II of title III of this Act, on a foreign ship subject to such part, where the country in which the ship is registered and the United States are not parties to the same treaty, convention, or agreement prescribing the requirements for such apparatus."

(3) Subsection (y) is amended to read as follows:

"(y)(1) 'Operator' on a ship of the United States means, for the purpose of parts II and III of title III of this Act, a person holding a radio operator's license of the proper class as described and issued by the Commission.

"(2) 'Operator' on a foreign ship means, for the purpose of part II of title III of this Act, a person holding a certificate as such of the proper class complying with the provisions of the radio regulations annexed to the International Telecommunication Convention in force, or complying with an agreement or treaty between the United States and the country in which the ship is registered."

(4)(A) Subsections (aa) through (dd) are redesignated as subsections (bb) through (ee), respectively; (B) subsections (ee) and (ff) are repealed; (C) subsection (gg) is redesignated as subsection (ff); (D) subsection (z) is redesignated as subsection (aa); and (E) the following new subsection is inserted immediately after subsection (y):

"(z)(1) 'Radio officer' on a ship of the United States means, for the purpose of part II of title III of this Act, a person holding at least a first or second class radiotelegraph operator's license as prescribed and issued by the Commission. When such person is employed to operate a radiotelegraph station aboard a ship of the United States, he is also required to be licensed as a 'radio officer' in accordance with the Act of May 12, 1948 (46 U.S.C. 229a–h).

"(2) 'Radio officer' on a foreign ship means, for the purpose of part II of title III of this Act, a person holding at least a first or second class radiotelegraph operator's certificate complying with the provisions of the radio regulations annexed to the International Telecommunication Convention in force."

SEC. 2. (a) The heading of section 351 of the Communications Act of 1934 is amended to read as follows: "SHIP RADIO STATIONS AND OPERATIONS".

(b) Subsection (a) of such section 351 is amended to read as follows:

"(a) Except as provided in section 352 hereof it shall be unlawful—

"(1) For any ship of the United States, other than a cargo ship of less than three hundred gross tons, to be navigated in the open sea outside of a harbor or port, or for any ship of the United States, any foreign country, other than a cargo ship of less than three hundred gross tons, to leave or attempt to leave any harbor or port of the United States for a voyage in the open sea, unless such ship is equipped with an efficient radio station in operating condition, as specified by subparagraphs (A) and (B) of this paragraph, in charge of and operated by one or more radio officers or operators, adequately installed and protected so as to insure proper operation, and so as not to endanger the ship and radio station as hereinafter provided, and, in the case of a ship of the United States, unless there is on board a valid station license issued in accordance with this Act.

"(A) Passenger ships irrespective of size and cargo ships of one thousand six hundred gross tons and upward shall be equipped with a radiotelegraph station complying with the provisions of this part;

"(B) Cargo ships of three hundred gross tons and upward but less than one thousand six hundred gross tons, unless equipped with a radiotelegraph station complying with the provisions of this part, shall be equipped with a radiotelephone station complying with the provisions of this part.

"(2) For any ship of the United States of one thousand six hundred gross tons and upward to be navigated in the open sea outside of a harbor or port, or for any such ship of the United States or any foreign country to leave or attempt to leave any harbor or port of the United States for a voyage in the open sea, unless such ship is equipped with efficient radio direction finding apparatus approved by the Commission, properly adjusted in operating condition as hereinafter provided."

SEC. 3. (a) Subsection (a) of section 352 of the Communications Act of 1934 is amended by striking out paragraph (6) and inserting after paragraph (5) thereof the following new paragraphs:

"(6) A ship navigating solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States, or to a ship leaving or attempting to leave any harbor

or port of the United States for a voyage solely on any bays, sounds, rivers, or protected waters within the jurisdiction of the United States;

"(7) A ship navigating solely on the Great Lakes of North America and the River Saint Lawrence as far east as a straight line drawn from Cap des Rosiers to West Point, Anticosti Island, and, on the north side of Anticosti Island, the sixty-third meridian, or to a ship leaving or attempting to leave any harbor or port of the United States for a voyage solely on such waters and within such area;

"(8) A ship which is navigated during the course of a voyage both on the Great Lakes of North America and in the open sea, during the period while such ship is being navigated within the Great Lakes of North America and their connecting and tributary waters as far east as the lower exit of the Saint Lambert lock at Montreal in the Province of Quebec, Canada."

(b) Subsection (b) of such section 352 is amended by striking out all through paragraph (1) and inserting in lieu thereof the following:

"(b) Except for nuclear ships, the Commission may, if it considers that the route or the conditions of the voyage or other circumstances are such as to render a radio station unreasonable or unnecessary for the purposes of this part, exempt from the provisions of this part any ship or class of ships which falls within any of the following descriptions:

"(1) Passenger ships which in the course of their voyage do not go more than twenty nautical miles from the nearest land or, alternatively, do not go more than two hundred nautical miles between two consecutive ports;"

(c) Such section 352 is further amended by adding at the end thereof the following new subsection:

"(d) Except for nuclear ships, and except for ships of five thousand gross tons and upward which are subject to the Safety Convention, the Commission may exempt from the requirements, for radio direction finding apparatus, of this part and of the Safety Convention, any ship which falls within the descriptions set forth in paragraphs (1), (2), (3), and (4) of subsection (b) of this section, if it considers that the route or conditions of the voyage or other circumstances are such as to render such apparatus unreasonable or unnecessary."

SEC. 4. Section 353 of the Communications Act of 1934 is amended to read as follows:

"RADIO OFFICERS, WATCHES, AUTO ALARM-RADIOTELEGRAPH EQUIPPED SHIPS

"SEC. 353. (a) Each cargo ship which in accordance with this part is equipped with a radiotelegraph station and which is not equipped with a radiotelegraph auto alarm, and each passenger ship required by this part to be equipped with a radiotelegraph station, shall, for safety purposes, carry at least two radio officers.

"(b) A cargo ship which in accordance with this part is equipped with a radiotelegraph station, which is equipped with a radiotelegraph auto alarm, shall, for safety purposes, carry at least one radio officer who shall have had at least six months' previous service in the aggregate as a radio officer in a station on board a ship or ships of the United States.

"(c) Each ship of the United States which in accordance with this part is equipped with a radiotelegraph station shall, while being navigated in the open sea outside of a harbor or port, keep a continuous watch by means of radio officers whenever the station is not being used for authorized traffic: *Provided*, That in lieu thereof, on a cargo ship equipped with a radiotelegraph auto alarm in proper operating condition, a watch of at least eight hours per day, in the aggregate, shall be maintained by means of a radio officer.

"(d) The Commission shall, when it finds it necessary for safety purposes, have authority to prescribe the particular hours of watch on a ship of the United States which in accordance with this part is equipped with a radiotelegraph station.

"(e) On all ships of the United States equipped with a radiotelegraph auto alarm, said apparatus shall be in operation at all times while the ship is being navigated in the open sea outside of a harbor or port when the radio officer is not on watch."

SEC. 5. Section 354 of the Communications Act of 1934 is amended to read as follows:

"OPERATORS, WATCHES—RADIOTELEPHONE-EQUIPPED SHIPS

"SEC. 354. (a) Each cargo ship which in accordance with this part is equipped with a radiotelephone station shall, for safety purposes, carry at least one operator who may be the master, an officer, or a member of the crew.

"(b) Each cargo ship of the United States which in accordance with this part is equipped with a radiotelephone station shall, while being navigated in the open sea outside of a harbor or port, maintain continuous watch whenever the station is not being used for authorized traffic."

SEC. 6. Section 355 of the Communications Act of 1934 is amended to read as follows:

"TECHNICAL REQUIREMENTS—RADIOTELEGRAPH-EQUIPPED SHIPS

"SEC. 355. The radiotelegraph station and the radio direction finding apparatus required by section 351 of this part shall comply with the following requirements:

"(a) The radiotelegraph station shall include a main installation and a reserve installation, electrically separate and electrically independent of each other: *Provided*, That, in installations on cargo ships of three hundred gross tons and upward but less than one thousand six hundred gross tons, and in installations on cargo ships of one thousand six hundred gross tons and upward installed prior to November 19, 1952, if the main transmitter complies with all the requirements for the reserve transmitter, the latter may be omitted.

"(b) The radiotelegraph station shall be so located that no harmful interference from extraneous mechanical or other noise will be caused to the proper reception of radio signals, and shall be placed in the upper part of the ship in a position of the greatest possible safety and as high as practicable above the deepest load waterline. The location of the radiotelegraph operating room or rooms shall be approved by the Commandant of the Coast Guard. The radiotelegraph installation shall be installed in such a position that it will be protected against the harmful effects of water or extremes of temperature, and shall be readily accessible both for immediate use in case of distress and for repair.

"(c) The radiotelegraph operating room shall be of sufficient size and of adequate ventilation to enable the main and reserve radiotelegraph installations to be operated efficiently, and shall not be used for any purpose which will interfere with the operation of the radiotelegraph station. The sleeping accommodation of at least one radio officer shall be situated as near as practicable to the radiotelegraph operating room. In ships the keels of which are laid on or after May 26, 1965, this sleeping accommodaton shall not be within the radiotelegraph operating room.

"(d) The main and reserve installations shall be capable of transmitting and receiving on the frequencies, and using the classes of emission, designated by the Commission pursuant to law for the purposes of distress and safety of navigation.

"(e) The main and reserve installations shall, when connected to the main antenna, have a minimum normal range of two hundred nautical miles and one hundred nautical miles, respectively; that is, they must be capable of transmitting and receiving clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over the specified ranges.

"(f) Sufficient electrical energy shall be available at all times to operate the main installation over the normal range required by subsection (e) of this section as well as for the purpose of charging any batteries forming part of the radiotelegraph station.

"(g) The reserve installation shall include a source of electrical energy independent of the propelling power of the ship and of any other electrical system and shall be capable of being put into operation rapidly and of working for at least six continuous hours. The reserve source of energy and its switchboard shall be as high as practicable in the ship and readily accessible to the radio officer.

"(h) There shall be provided between the bridge of the ship and the radiotelegraph operating room, and between the bridge and the location of the radio direction finding apparatus, when such apparatus is not located on the bridge, an efficient two-way system for calling and voice communication which shall be independent of any other communication system in the ship.

"(i) The radio direction finding apparatus shall be efficient and capable of receiving signals with the minimum of receiver noise and of taking bearings from which the true bearing and direction may be determined. It shall be capable of receiving signals on the radiotelegraph frequencies assigned by the radio regulations annexed to the International Telecommunication Convention in force for the purposes of distress, direction finding, and maritime radio beacons, and, in installations made after May 26, 1965, such other frequencies as the Commission may for safety purposes designate."

SEC. 7. Section 356 of the Communications Act of 1934 is amended to read as follows:

"TECHNICAL REQUIREMENTS—RADIOTELEPHONE EQUIPPED SHIPS

"SEC. 356. Cargo ships of three hundred gross tons and upward but less than one thousand six hundred gross tons may, in lieu of the radiotelegraph station prescribed by section 355, be equipped with a radiotelephone station complying with the following requirements:

"(a) The radiotelephone station shall be in the upper part of the ship, so located that it is sheltered to the greatest possible extent from noise which might impair the correct reception of messages and signals, and, unless such station is situated on the bridge, there shall be efficient communication with the bridge.

"(b) The radiotelephone installation shall be capable of transmitting and receiving on the frequencies, and using the classes of emission, designated by the Commission pursuant to law for the purposes of distress and safety of navigation.

"(c) The radiotelephone installation shall have a minimum normal range of one hundred and fifty nautical miles; that is, it shall be capable of transmitting and receiving clearly perceptible signals from ship to ship by day and under normal conditions and circumstances over this range.

"(d) There shall be available at all times a main source of electrical energy sufficient to operate the installation over the normal range required by subsection (c) of this section. If batteries are provided they shall have sufficient capacity to operate the transmitter and receiver for at least six continuous hours under normal working conditions. In installations made on or after November 19, 1952, a reserve source of electrical energy shall be provided in the upper part of the ship unless the main source of energy is so situated."

SEC. 8. Section 357 of the Communications Act of 1934 is amended to read as follows:

"SURVIVAL CRAFT

"SEC. 357. Every ship required to be provided with survival craft radio by treaty to which the United States is a party, by statute, or by regulation made in conformity with a treaty, convention, or statute, shall be fitted with efficient radio equipment appropriate to such requirement under such rules and regulations as the Commission may find necessary for safety of life. For purposes of this section, 'radio equipment' shall include portable as well as nonportable apparatus."

SEC. 9. Subsection (a) of section 359 of the Communications Act of 1934 is amended to read as follows:

"(a) The master of every ship of the United States, equipped with radio transmitting apparatus, which meets with dangerous ice, a dangerous derelict, a tropical storm, or any other direct danger to navigation, or encounters subfreezing air temperatures associated with gale force winds causing severe ice accretion on superstructures, or winds of force 10 or above on the Beaufort scale for which no storm warning has been received, shall cause to be transmitted all pertinent information relating thereto to ships in the vicinity and to the appropriate authorities on land, in accordance with rules and regulations issued by the Commission. When they consider it necessary, such authorities of the United States shall promptly bring the information received by them to the knowledge of those concerned, including interested foreign authorities."

SEC. 10. Section 361 of the Communications Act of 1934 is amended to read as follows:

"CERTIFICATES

"SEC. 361. (a) Each vessel of the United States to which the Safety Convention applies shall comply with the radio and communication provisions of said Convention at all times while the vessel is in use, in addition to all other requirements of law, and shall have on board an appropriate certificate as prescribed by the Safety Convention.

"(b) Appropriate certificates concerning the radio particulars provided for in said Convention shall be issued upon proper request to any vessel which is subject to the radio provisions of the Safety Convention and is found by the Commission to comply therewith. Cargo ship safety radio telegraphy certificates, cargo ship safety radiotelephony certificates, and exemption certificates with respect to radio particulars shall be issued by the Commission. Other certificates concerning the radio particulars provided for in the said Convention shall be issued by the Commandant of the Coast Guard or whatever other agency is authorized by law to do so upon request of the Commission made after proper inspection or determination of the facts. If the holder of a certificate violates the radio provisions of the Safety Convention or the provisions of this Act, or the rules, regulations, or conditions prescribed by the Commission, and if the effective administration of the Safety Convention or of this part so requires, the Commission, after hearing in accordance with law, is authorized to modify or cancel a certificate which it has issued, or to request the modification or cancellation of a certificate which has been issued by another agency upon the Commission's request. Upon receipt of such request for modification or cancellation, the Commandant of the Coast Guard, or whatever agency is authorized by law to do so, shall modify or cancel the certificate in accordance therewith."

The SPEAKER. Is a second demanded?

Mr. YOUNGER. Mr. Speaker, I demand a second.

The SPEAKER. Without objection, a second will be considered as ordered.

There was no objection.

Mr. ROGERS of Texas. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, this legislation is designed to amend the Communications Act of 1934 so that the law of this country will conform to the Conventions for the Safety of Life at Sea which were formulated in London in 1960.

Mr. Speaker, these conventions have been ratified by the U.S. Senate. This took place on April 12, 1962.

Mr. Speaker, the objective of the legislation is to modernize compulsory ship-radio safety requirements. Actually there are a number of technical amendments to the Communications Act, but the three primary matters to be concerned with here I believe could be summed up in this manner:

First. It would lower the limit from 500 to 300 gross tons with regard to cargo ships which are required to carry radio installations.

Second. It would eliminate nuclear ships from the categories of ships with regard to which the Commission is presently authorized to make exemptions insofar as radio installations are concerned. Of course, nuclear ships would be included in these provisions.

Third. It would eliminate the compulsory radio requirements of the Communications Act for vessels which are navigated both in the open sea and on the Great Lakes during that time that the vessels are on the Great Lakes.

Vessels operating on the Great Lakes are subject to the safety radio requirements of the Great Lakes Agreement between the United States and Canada.

Mr. Speaker, it was necessary to have one amendment to the bill in order to clarify language so that there would be no misunderstanding with regard to a provision of the bill requiring reinstallation in older ships and putting in new directional finding apparatus which would create a very great economic burden if it were required. It requires this new directional finding apparatus only with regard to new installations that are put into these ships.

Mr. Speaker, I believe that the bill simply follows out the agreements we made at the London Convention.

The representative who testified before our committee on this subject was Commissioner Bartlett of the Federal Communications Commission who attended the London Conference.

We encountered no opposition to the bill and, speaking for the Committee on Interstate and Foreign Commerce, I hope the House will pass it.

Mr. YOUNGER. Mr. Speaker, this legislation came out of our subcommittee and out of the full committee unanimously. It has been well explained by the gentleman from Texas and I believe the House should approve the bill.

The SPEAKER. The question is on the motion offered by the gentleman from Texas that the rules be suspended and the bill be passed.

The question was taken; and two-thirds having voted in favor thereof, the bill was passed.

AMENDING THE LEAD-ZINC SMALL PRODUCERS STABILIZATION ACT OF OCTOBER 3, 1961

Mr. EDMONDSON. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 5842) to amend the Lead-Zinc Small Producers Stabilization Act of October 3, 1961.

The Clerk read as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Lead-Zinc Small Producers Stabilization Act of October 3, 1961 (75 Stat. 766; 30 U.S.C. 681 et seq.), as amended, is further amended—

(1) by substituting for the present text of section 2(d) the following: "The maximum amount of payments which may be made pursuant to this Act on account of sales of newly mined ores or concentrates produced therefrom made during any calendar year shall not exceed $2,500,000";

(2) by substituting for the present text of section 3(a) the following: "Subject to the provisions of subsections (b) and (c) of this section, no stabilization payments under this Act shall be made to any small domestic producer on sales, or further processing in lieu of sales, in any calendar year in excess of one thousand two hundred tons of zinc and one thousand two hundred tons of lead";

(3) by substituting for the present text of section 6 (a)(2) the following: "The term 'small domestic producer' means any person or firm who, during a period of not less than twelve months, has engaged in producing ores or concentrates from mines located within the United States or its possessions and in selling the material so produced in normal commercial channels and who, during any twelve-month period between January 1, 1960, and the first day of the period for which he seeks payments under this Act, has not produced or sold ores or concentrates the recoverable content of which is more than three thousands tons of lead and zinc combined, recoverable content being computed as 95 per centum of the lead content of the ores or concentrates and 85 per centum of the zinc content of the ores or concentrates: *Provided,* That the principal product or products of such producer is either lead or zinc or a combination of lead and zinc. The term 'small domestic producer' does not include any firm which is a subsidiary of, or controlled by, a large producer.";

(4) by substituting in section 7 the dates December 31, 1969, and March 31, 1970, for the dates December 31, 1965 and March 31, 1966, respectively, which appear therein; and

(5) by deletion of section 9(c).

SEC. 2. The amendments to the Act of October 3, 1961, as amended, which are contained in section 1 of this Act shall be effective on January 1, 1966.

The SPEAKER. Is a second demanded?

Mr. SAYLOR. Mr. Speaker, I demand a second.

Mr. EDMONDSON. Mr. Speaker, I ask unanimous consent that a second be considered as ordered.

The SPEAKER. Is there objection to the request for the gentleman from Oklahoma?

There was no objection.

Mr. EDMONDSON. Mr. Speaker, I yield such time as he may require to the chairman of the full committee.

(Mr. ASPINALL asked and was given permission to revise and extend his remarks.)

Mr. ASPINALL. Mr. Speaker, in supporting enactment of H.R. 5842, which will permit extension, if necessary, of the

Lead-Zinc Small Producers Stabilization Act, I wish to make a few things clear for Members of the House as well as for the record. First of all let us recall that when this law was enacted in 1961 it was intended solely for the purpose of assisting small producers to weather the economic storms that existed in the lead-zinc industry until such time as we could enact long-range legislation to assure stability for the entire industry. We assumed that the large producers—even if their operations were uneconomical—could survive. But we stated then, and we repeat now, that the important thing is a long-range solution.

The long-range solution to the lead-zinc problem lies in import legislation. We have tried many avenues and each time have found opposition. The result has been that no long-range program has been enacted. But we are trying again. I have introduced a bill, and it is cosponsored by 34 other Members of the House, to establish a flexible quota system that would insure the availability of both lead and zinc as needed for our peacetime and defense requirements while at the same time guaranteeing stability to this basic industry. My bill, H.R. 3183, is pending before the Ways and Means Committee; we are awaiting the comments of the administration and we are hopeful that shortly we will be able to have this long-range solution enacted.

We must also take note of the fact that a new Tariff Commission report to the President is just about completed and will, we understand, be forwarded to him within the next day or two. This report will undoubtedly have much valuable data in it, regardless of the recommendations—or lack of recommendations—that it contains.

The Tariff Commission report will be helpful in developing the information needed for consideration of a long-range solution of the lead-zinc industry problems. But, until that solution is enacted, it is necessary that we continue to insure the ability of the small producer to remain in business if, at some future day the price once again falls to the point where it would be uneconomical to remain in business.

The second point we should keep in mind is that the prices of both lead and zinc are now at the point where no stabilization price support payments need be made to the small producers. In other words, there has been an improvement in the price situation since the Small Producers Stabilization Act became law 3½ years ago. That law, the act of October 3, 1961—75 Stat. 766—was placed on the statute books as a temporary measure and would expire at the end of this year. We had been hopeful, as I indicated a moment ago, that by the end of this year we would have enacted long-range legislation. So, while we do not have to make any payment at this time, we must face the reality that with the Tariff Commission report not yet available and the administration comments not yet made, it does not look probable that a long-range legislative solution to the lead-zinc problem will be enacted by the end of calendar year 1965.

Third, and possibly most important, Mr. Speaker, is the fact that a survey that the House Committee on Interior and Insular Affairs conducted last year disclosed that the majority of the participants in the stablilization program would not be able to remain in business unless the price remains at or above 14½ cents per pound or the Government pays the stabilization difference between the market price and the 14½ cents per pound. And let us not forget that during the last 2 years there have been shortages of lead and zinc and that these shortages would have been more acute if we had not encouraged small producers to bring additional supplies of lead and zinc on the market by offering them stabilization payments. Therefore, recognizing that it is unlikely at this point that long-range legislation will be enacted by the end of this year, recognizing further the need for the continued production of lead and zinc by the beneficiaries of the Small Producers Act, and anticipating the possibility of a future down trend in the prices of lead and zinc if we fail to obtain the enactment of legislation similar to the flexible quota bill that would guarantee a long-range stablization of the industry, we recommend to the House that the Small Producers Stabilization Act be extended for a 4-year period.

Fourth, Mr. Speaker, I think the House should keep in mind that this bill will not result in any increase in programed expenditures or in budgetary requirements. Back in 1961 we authorized a $16,500,000 program; payments to date have amounted to $2.1 million. For the 4 additional years that we propose this program we would authorize payments of only $10 million which, coupled with the $2.1 million already spent, would be approximately $12.1 million in total payments as compared with the $16.5 million estimated when the original program was authorized in 1961.

In addition, we have amended the basic act to simplify administration and provide for less restrictions on participation in the program. We have done this based on the experience under the act which indicated that the original requirements were far too restrictive and cumbersome.

The administration does not object to the extension of this program and, Mr. Speaker, I recommend that the House follow the unanimous recommendation of the Committee on Interior and Insular Affairs in suspending the rules and passing H.R. 5842, as amended, to extend the Lead-Zinc Small Producers Stabilization Act until December 31, 1969.

Mr. SAYLOR. Mr. Speaker, I yield myself 4 minutes.

(Mr. SAYLOR asked and was given permission to revise and extend his remarks.)

Mr. SAYLOR. Mr. Speaker, I urge the House to suspend the rules and pass this bill. But I cannot fail to remind my colleagues of what happened when this bill was originally before the House of Representatives. At that time I told the Members of the House that the bill would not produce the desired results. It was backward, we were asking the largest number of producers to come in the first year and annually reduced the amount we would support during each of the next 5 years. I was overruled in that decision. The House adopted the version that the House Interior and Insular Affairs Committee had passed and reported to the floor of the House.

To show that my position was correct, if you will look at the report the committee filed, you will find in 1962 we received 103 applications, in 1963 we received 22 applications and in 1964 we received 1 application and so far in 1965 we have not received an application.

Now all I would like to ask you is how when we were trying to get new mines opened and to support the small miner, how our record bears up? It just shows that you could not get the small miner back into production in a year and, therefore, the bill did not prove satisfactory. If we had reversed the figures, I am sure we would now have probably 103 applications for miners to come in and open new mines and produce lead and zinc.

Mr. ASPINALL. Mr. Speaker, will the gentleman yield?

Mr. SAYLOR. I am happy to yield to the chairman of the committee.

Mr. ASPINALL. What my friend, the gentleman from Pennsylvania, is saying is that we did not bring in a greater number of small mines, as we wanted to produce the lead and zinc that we expected to produce at that time. Therefore, the escalation has been in reverse rather than as my good friend, the gentleman from Pennsylvania, wanted and as he has been describing.

Mr. SAYLOR. That is correct.

Mr. ASPINALL. However, the benefits to the mine operators who did qualify has proved of immeasurable value and that extends to the whole United States; is that not correct?

Mr. SAYLOR. That is right. Those miners who were able to qualify did benefit from the bill.

Mr. ASPINALL. That is right.

Mr. SAYLOR. My point is, if we would have changed the formula, we would have had more people qualify and with the present price of lead and zinc, it still would not have cost us any more.

Mr. ASPINALL. Under the present circumstances, the small miners who did not qualify cannot qualify at the present time.

Mr. SAYLOR. That is correct. No new miners—that is, small miners—will be able to qualify under this bill.

Mr. EDMONDSON. Mr. Speaker, will the gentleman yield?

Mr. SAYLOR. I yield to the gentleman.

Mr. EDMONDSON. I have always recognized that the gentleman from Pennsylvania was one of the major "miner" prophets of the House on mining matters, but I think he qualifies now as one of the major prophets. There is no question about the fact that we would have had more participants in this program and probably would have benefited more people if we had adopted the reasoning of the gentleman from Pennsylvania in the first place. But the gentleman, I am quite sure, in fairness, a quality that has